Departments, Universities, Academic Institutions and non-governmental organisations. Based on the Suggestions received from various sources, a draft National Conservation Strategy and Policy Statement on Environment and Development is being prepared.

## **Brain Drain**

## 2999. SHRI PRITHVIRAJ D. CHAVAN: SHRI RAMASWAMY PRASAD SINGH:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

- (a) whether the Government have conducted any study to ascertain the percentage of graduates from IITs gone abroad for higher education or seeking employment each of the last three years;
- (b) the percentage of these students who have opted to settle there on permanent basis;
- (c) whether the Government propose to formulate any scheme to discourage the brain drain from the country;
- (d) if so, the details thereof and other steps taken in this regard; and
  - (e) if not, the reasons therefor?

THE MINISTER OF HUMAN RESOUCE DEVELOPMENT (SHRI ARJUN SINGH):

- (a) No, Sir.
- (b) These details are not available. However, as per the report of the Review Committee of IITs, submitted in 1987, average percentage of IIT graduates going abroad for higher education and employment is approximetely 20%.
- (c) to (e) A number of measures have been taken to attract Indian Scientists and technologists settled abroad to come back to the courty. These include temporary placement of scientists and technologists under the scheme of Scientists Pool, creation of supernumerary posts, facilities to import equipment by scientists and technologists returning from abroad, delegation of enhanced administrative and financial powers to scientific institutions, the Scheme of transfer of know how through Expatriate Nationals etc.

## Development in Visakhapatnam Division

3000. SHRI M.V.V.S. MURTHI: Will the Minister of RAILWAYS be pleased to state the details of the projects being undertaken for the development of railways in Visakhapatnam division?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): Projects in progress on the Waltair Division are listed in the Statement attached.

SI. No.         Works on Waltair Division         Anticipated cost         Outlay expected to any any proposed to any of 1990-91 to 1991-92 to end of 1990-91 for 1991-92 to end of 1990-91 for 1991-92 to end of 1990-91 for 1991-92           1.         New Lines         3         4         5           1.         Koraput-Rayagada (164 kms)         353.28         308.01         36           2.         Gumada-Babbili         30.07         7.69         10           3.         Bobili-Galapatinagaram         25.24         1.50         6           4.         Simhachalam North-Kottapalem-Bye Pass line         4.15         .50         3           5.         Visakhapatnam-Rail facilities for dealing the steel plant traffic (Phase-I)         56.64         43.98         3.22           6.         Rail facilities for Visakhapatnam Steel Plant         41.38         38.15         3.22				(Figures in crores of Rs.)	
New Lines         3         4           Koraput-Rayagada (164 kms)         353.28         308.01         30.01         30.01         30.01         7.69         1           Cumada-Babbili         30.07         7.69         1         1.50	SI. No:	Works on Wattair Division	Anticipated cost	Outlay expected to end of 1990-91	Outlay proposed for 1991-92
New Lines       353.28       308.01       3         Koraput-Rayagada (164 kms)       30.07       7.69       1         Doubling       30.07       7.69       1         Gumada-Babbili       25.24       1.50       1.50         Simhachalam North-Kottapalem-Bye Pass line       4.15       .50         Traffic Facility Works       56.64       43.98         Visakhapatnam-Rail facilities for dealing the steel plant traffic (Phase-I)       56.64       43.98         Rail facilities for Visakhapatnam Steel Plant       71.38       38.15         Peripheral yard for 1.2 MT state (Phase-I)       41.38       38.15	1	2	8	4	5
Coubling       353.28       308.01       36.01         Doubling       30.07       7.69       1         Gumada-Babbili       30.07       7.69       1         Bobiil-Gajapatinagaram       25.24       1.50       1         Simhachalam North-Kottapalem-Bye Pass line       4.15       .50         Traffic Facility Works       56.64       43.98         Visakhapatnam-Rail facilities for Visakhapatnam Steel Plant       56.64       43.98         Rail facilities for Visakhapatnam Steel Plant       41.38       38.15         Peripheral yard for 1.2 MT state (Phase-I)       7.69       7.69		New Lines			
Doubling         Gumada-Babbili       30.07       7.69       1         Bobill-Gajapatinagaram       25.24       1.50         Simhachalam North-Kottapalem-Bye Pass line       4.15       .50         Traffic Facility Works       56.64       43.98         Visakhapatnam-Rail facilities for dealing the steel plant traffic (Phase-I)       56.64       43.98         Rail facilities for Visakhapatnam Steel Plant       41.38       38.15         Peripheral yard for 1.2 MT state (Phase-I)       41.38       38.15	÷	Koraput-Rayagada (164 kms)	353.28	308.01	36
Gumada-Babbili  Bobill-Gajapatinagaram  Bobill-Gajapatinagaram  Simhachalam North-Kottapalem-Bye Pass line  Traffic Facility Works  Visakhapatnam-Rail facilities for dealing the steel plant traffic (Phase-I)  Rall facilities for Visakhapatnam Steel Plant  Peripheral yard for 1.2 MT state (Phase-I)  Rall facilities for Visakhapatnam Steel Plant  A1.38  38.15		Doubling	•		
Bobill-Gajapatinagaram  Simhachalam North-Kottapalem-Bye Pass line  Traffic Facility Works  Visakhapatnam-Rail facilities for dealing the steel plant traffic (Phase-I)  Rail facilities for Visakhapatnam Steel Plant  Peripheral yard for 1.2 MT state (Phase-I)  Rail facilities for Visakhapatnam Steel Plant  41.38  38.15	ci	Gumada-Babbili	30.07	7.69	10
Simhachalam North-Kottapalem-Bye Pass line 4.15 .50  Traffic Facility Works  Visakhapatnam-Rail facilities for dealing the steel plant traffic (Phase-I)  Rail facilities for Visakhapatnam Steel Plant 41.38 38.15  Peripheral yard for 1.2 MT state (Phase-I)	က်	Bobill-Gajapatinagaram	25.24	1.50	9
Traffic Facility Works       56.64       43.98         Visakhapatnam-Rail facilities for dealing the steel plant traffic (Phase-I)       56.64       43.98         Rail facilities for Visakhapatnam Steel Plant Plant yard for 1.2 MT state (Phase-I)       41.38       38.15	4	Simhachalam North-Kottapalem-Bye Pass line	4.15	.50	က
Visakhapatnam-Rail facilities for dealing the 56.64 43.98 steel plant traffic (Phase-I)  Rail facilities for Visakhapatnam Steel Plant 41.38 38.15					
Rall facilities for Visakhapatnam Steel Plant 41.38 38.15 , Peripheral yard for 1.2 MT state (Phase-I)	က်	Visakhapatnam-Rail facilities for dealing the steel plant traffic (Phase-I)	56.64	43.98	3.26
	ဖ	Rail facilities for Visakhapatnam Steel Plant , Peripheral yard for 1.2 MT state (Phase-I)	41.38	38.15	3.22

121	Written A	nswei	rs	AGRAH	IAYANA	19, 1913	(SAKA)	Writt	en Answe	ers 122
	Outlay proposed for 1991-92	5	.12	6.43	3.94	.01	0.08	.48	10	10
(Figures in crores of Rs.)	Outlay expected to end of 1990-91	4	.75	12.01	10.46	51.	I	I	1	01.
7)	Anticipated cost	B	1.80	18.45	20.77	.85	8.49	23.73	68.	6.61
	Works on Waltair Division	2	Raipur-Tit-Ragarh-Tokenless block working	Optimisation of line capacity works on Koraput- Kirandul section of K.K. line (Phase-I)	Rail facilities for Visakhapatnam Steel Plant peripheral yard for 3.4 MT (Phase-II)	Raipur-Tilagarh-Tokenless block working in seven block sections (Phase-II)	Rail facilities for Visakhapatnam Steel Plant peripheral yard (3.4 MT) (Phase-II)	External rail facilities for Visakhapatnam Steel Plant (Phase-II)	Electrification Simhachalam North-Waltair-Electrification cost	Waltair-Kirandul Single point supply from MPEB by running Railways' own transmission lines and strengthening of power supply arrangement (Phase-I)
	SI. No.	1	7.	κό	တ်		<del>E</del>	12.	<u>6.</u>	14.

(Figures in crores of Rs.)

SI. No.	SI. No. Works on Waltair Division	Anticipated cost	Outlay expected to end of 1990-91	Outlay proposed for 1991-92
1	2	8	4	5
15.	Waltair-Kirandul-Switch capacitor bank at 9 sub-stations	2.70	.24	08.
16.	Optimisation of line capacity works on K.K. line (Phase-II)	5.20		.10